

SHAW ON BRYAN'S THEORIES

SECRETARY ANSWERS THE MADISON SQUARE SPEECH.

Declares He's the Same Man as in 1890
With Several Additions—His Administration and Railroad Control Proposals Declared to Be Impracticable

MEMPHIS, Tenn., Sept. 15.—Leslie M. Shaw, Secretary of the Treasury, received a hearty welcome in Memphis today. He made three addresses. The first was at the Cotton Exchange, where he spoke to several hundred business men on national issues. The second was the Country Club, where he was entertained at luncheon and where local financiers made a plea for the establishment of a sub-treasury in this city. Mr. Shaw replied that the Government was considering installing a sub-treasury in the Southwest and that Memphis would be given due consideration.

At the Lyceum Theatre to-night he addressed an overflow house, answering William J. Bryan's Madison Square speech on the subject of Government railroad ownership. "Individuality and a square deal for the railroads" was the keynote of the address. He contended it was not the appropriate function of the Government to "sit in the game."

Mr. Shaw referred to Bryan's New York welcome and his speech and said: "I easily recognized our friend of 1890 without a single subtraction and many additions."

Headed "Mr. Bryan was reported to have said on his return from a previous trip abroad that he had obtained one new idea during his journey. His recent speech evidently has been more fruitful of results. He even boasts of having searched Japan and every other country visited by him for something to bring back for incorporation either into organic law or legislative enactment or for introduction into the habits and customs of our people."

Mr. Shaw then said Bryan was still a free silverite, and he discussed at length Bryan's proposed amendments to the Constitution. Of the anti-injunction proposal Mr. Shaw said:

"If my tenant threatens to cut down my shade tree or to lay down any way wherein a suit for damages will not be an adequate remedy I can enjoin him. If my employee threatens to do the same thing, Mr. Bryan thinks he should be permitted to proceed, and thereafter be given a trial by jury regardless of whether such a remedy would provide a remedy at all or not. That the injunction has been made a thing of course, and I have no doubt. Arrests, also, have been made, many times improperly, and criminal prosecutions have been begun in innumerable instances for the sole purpose of collecting debt. The fact that the law is so administered is a disgrace. The fact that the law is so administered is a disgrace. The fact that the law is so administered is a disgrace."

From the Turk, the Bulgarian, the Serbian, the Hungarian and the Austrian he would bring back and incorporate into the settled policy of this country government ownership of trunk lines of railway. Some of us who still see elements of good in what the fathers conceived and somewhat to preserve in our civilization as exemplified in the habits and customs of our people, and who are therefore styled conservatives, are disposed to congratulate ourselves that the great promulgator of innovations permits the institution of marriage to remain unassailed. Still Col. Bryan gives notice that there are several other subjects to which he expects to address himself at an early date.

Mr. Shaw discussed at length Col. Bryan's Federal license proposition for corporations engaged in interstate commerce. He said:

"I assume that if a corporation owning or controlling an entire product, say salt, should make application for a Federal license under Mr. Bryan's scheme, it would be promptly denied. If refused a license of course it could not engage in interstate commerce and could not thereafter ship salt to Tennessee. But the people of Tennessee would still need salt. What would they do? What would you do? Let me suggest that possibly Jones for some one else could be induced to buy a carload or so deliverable at one of the warehouses of the trunk lines at some one of the salt works. Jones, of course, could ship salt to Tennessee, for no individual can be discriminated against simply because he buys salt of a trust. The result would be that the people of Tennessee would get the same salt with this difference, slight though it might be, of an additional profit to Jones. The danger would be that Jones, being the only man with a carload of salt in the State, might turn predatory capitalist himself and demand an unusually large profit. This danger would be increased if he should secure an exclusive contract from the trust. Let us hope for the best."

Two or three hundred people, one of whom was a morning from Deadwood, S. D., went thirty miles by train and walked eight to see a tin mine. It was said to be the only workable deposit of tin ever discovered in the United States. If this be true, then the corporation controls the entire output of tin in the United States and would, of course, be denied a Federal license and could not, under Mr. Bryan's scheme, engage in interstate commerce. Equally embarrassed would be every other new industry, whether it be the production of newly discovered metal like tin or nickel or the growth of some new fruit or cereal or the manufacture of some newly patented device. Col. Bryan's panacea may sound well in a Democratic platform, but at first blush it does not appear quite so inviting as a part of the statute law of the land.

As to Federal railroad ownership Mr. Shaw said:

"The returned champion of a new civilization reverts to railroad abuses, and recommends that all trunk lines be acquired and managed by public officials, and local lines by the several States. He frankly admits that the American people may not be ready for government ownership of trunk lines and State ownership of local lines, but he thinks both necessary and inevitable. He is not sure that a majority of his own party favors such a revolutionary measure, and he thus holds out to his political associates the hope that he may consent that the platform, on which he is so soon to make his third campaign shall be silent on that subject."

Several prominent political associates of Mr. Bryan have expressed regret at what they call the premature announcement of the issue. They say the party is not yet ready. When will it be? Mr. Bryan does not seem to me to be far in advance of his party. The platform adopted at the Democratic State convention in New York in 1902 declared in favor of government ownership and operation of an entire trunk line. The whole question may as well be fought out now as at a later date, when perchance financial depression and widespread suffering may distract the public mind and prevent the expression of deliberate judgment on the subject. That the issue must soon be met

every one who has studied the evolution of political sentiment within the Democratic party has for several years recognized. For one I accept the challenge.

Unless Col. Bryan's fears that some Chief Executive may abuse the discretion lodged with him under the rate bill are groundless, then what might we not fear should the nearly ten thousand officials and nearly a million operatives of trunk lines of road be made either subject to executive appointment or placed under civil service, subject to executive removal for capricious cause, or retention regardless of inefficiency? If trunk lines of railroads were once placed under the direct supervision and control of Congress, does any one suppose that one line could be double tracked and rock ballasted until facilities on every other line were made equally good? Would one road like the New York Central be given four tracks and cement and steel construction bridges while the Rock Island, with more miles and touching territory having more votes in the House and several times as many votes in the Senate, has but a single track and crosses streams or bridges with wooden piers?

Would it be possible to have an hourly train service between New York and Philadelphia and between Chicago and Milwaukee with parlor cars and dining service, and have only two trains a day between the homes of several times as many Senators scattered between Seattle and St. Paul? Would it be possible to have a through fast train pass any town without stopping, and especially the home town of a Congressman? There are over twenty thousand public servants, exclusive of Presidential appointees, under the direct supervision of the Department at the head of which I have the honor to temporarily preside. This body of men and women, and yet if the Treasury Department were a private enterprise every whit as much work could be accomplished with a reduction of one-third in salary, and even more. This condition is not to be changed to civil service rules and regulations, for which I most heartily approve, but to the inherent nature of public service.

Some years ago, while walking through Lincoln Park, Chicago, I noticed a group of twenty-five or more men pushing lawn mowers. Stopping to make some inquiry of a policeman, I inquired why they were doing it. He did not use mowers driven by horses. I shall long remember his reply: "I guess you don't live in Chicago, do you? How long do you think the city administration would live if it were the same as the one in Chicago?"

The cornerstone of the City Hall in Philadelphia was laid July 4, 1874, but the building was not completed until during the first year of the present century. The Capitol at Albany was begun in the '60s, it was far enough advanced to be the scene of an inaugural ball during the '70s, and was completed, all save the tower, for which the foundation was found insufficient, in this modern era. In the meantime, political parties alternated in control, and I am told in one or more instances four generations performed work on the building.

The appropriation for the public building in Chicago was signed by Grover Cleveland, and about sixty days ago I made final settlement and was then able to answer public inquirers as to the progress of the work. It was slowly with record proof that it had been about as expeditiously built as most structures of its character erected by the Government.

Charles River, extending from the Hudson to the East River, eight miles in length, was dredged by the Government to a depth of fifteen feet in seventeen years.

Now note a few instances of private enterprise. In the case of the Pennsylvania Railroad began the construction of twin tunnels through the mud beneath Hudson River, and four tunnels extending thence under the city of New York and beneath East River to Long Island City, and now at the end of two years feels confident that the fifteen miles of nineteen foot waterproof tunnel will be completed and in use within the contract period of four years.

John S. McWhorter began work on the subways of New York in March, 1900, and had nine miles with double track and stations in operation in four years and seven months. These instances illustrate the natural, the necessary and the inevitable differences between private enterprise and Government work, and might be multiplied indefinitely.

For the last ten years the roads of the United States have paid on the average a fraction over 3 per cent. in interest and dividends on their capitalization, including their bonded indebtedness. This would be about 45 per cent. on what is estimated it would cost to rebuild the roads. Government bonds sufficient to cover the present purchasable value of the trunk lines of road or to construct new ones could not be floated, free of the burden of taxation even for less than 10 per cent. per cent. add under Government management the roads could not pay 2 per cent. on the cost at present freight and passenger rates.

Last year the railroads of the country paid \$2,000,000 in State, county, township and municipal taxes. Since Government property is not subject to taxation of any kind, I fancy Col. Bryan's scheme will develop some local opposition before the States surrender revenues averaging over \$2,000,000 for each.

It is the appropriate function of the Government to safeguard the individual and to see that the game of business is fairly played, and that everybody is given a square deal. It is not the appropriate function of the Government to sit in the game.

OHIO DOESN'T WANT BRYAN.

Democratic Leaders to Send Word Asking Him Not to Stump There.

COLUMBUS, Ohio, Sept. 15.—The Democratic leaders of the State have requested William Jennings Bryan to stay out of Ohio during the fall campaign. They fear that the Nebraska radical views may jeopardize the party's success in the State, but also that their action with the announcement that the campaign will be devoted solely to State issues, and hence the peerless leader's aid is not necessary.

It was on Thursday last that Bryan in Cincinnati declared that he would devote several days this fall to stumping Ohio, visiting Cincinnati, Cleveland, Toledo, Columbus and the close Congressional districts. The Democratic candidates for Congress, it was learned to-day, held a meeting at the Chittenden Hotel here yesterday and decided it would be unwise to bring Bryan into Ohio this campaign. Their decision was unanimous, and Congressman Harvey L. Garber, chairman of the Democratic State executive committee, was delegated to notify Bryan of the action.

Bryan now says he will come when wanted. This is the first State in the Union to notify Bryan that his services were not desired. The action is significant in view of the sentiment of the rank and file of the party for Bryan around the latter returned from his trip around the world.

SHALL THE LOBBIES RULE?

Last Speech of Chairman Parsons Before the Preliminary.

HEARST ORDERS PETITIONS

FOR THE WHOLE TICKET TO BE GOT UP AT ONCE.

And Fuller is Not to Withdraw Until After the Democratic Convention—Some Say the Petitions Will Be Useless Then and the Way to a Deal Open.

The managers of William R. Hearst's Independence League rented quarters yesterday in the building next door to the Gilsey House to carry on the work of obtaining the signatures for the nomination by petition of the league's candidates. Melvin G. Palliser was put in charge of the work and said that it would begin at once.

It was admitted that the petitions would contain the names of the whole of the Independence League's candidates instead of the names of single candidates separately. It is stated that the withdrawal of a single candidate would nullify such petitions already signed and would permit William R. Hearst to throw down the ticket in the event of a dicker by which the Democratic State convention should nominate him and name the rest of the ticket for itself.

The day after the Democratic convention George A. Fuller of Jefferson county, who was named as the candidate for State Treasurer, issued a statement in which he declared that he would not take the nomination, because he did not wish to drag the State Grange, of which he is master, into politics.

Mr. Hearst's managers yesterday exhibited a letter to the effect that they had received from Mr. Fuller. It read: "I have recommended Peruna to several of my friends who have been afflicted and they have been cured."

Numerous statements purporting to quote me in reference to my nomination for State Treasurer by the Independence League convention tend to place all concerned in a false position. When the matter was formally notified of the honor the Independence League conferred upon me I shall make a proper reply defining my position regarding the State Grange and the Independence League.

Mr. Hearst's employees at the Gilsey House headquarters said yesterday that while there might be some ceremony of formally notifying the candidates nothing would be done in that direction until the Democratic State convention. They said that Mr. Fuller will have more leisure for withdrawing than the petition circulators would have in getting up the ticket, and that the withdrawal of the ticket must be filed by October 12 and must have at least fifty signatures from every county in the State. So it would not be difficult for the Hearst employees to find an excuse for a failure to carry out the task and thus leave Mr. Hearst no alternative but to run on the Democratic ticket, should his agents who are now salting the State succeed in getting enough votes to secure his nomination at the Democratic State convention.

IT WILL BE ROOSEVELT.

Nothing Can Stop His Renomination, Says Ex-Senator Mantle.

HELENA, Mont., Sept. 15.—Ex-Senator Lee Mantle called the Republican State convention to order this morning and in his address declared that there is no power on earth which can prevent the renomination of President Roosevelt, despite his sincere declaration to become a candidate, unless the policies he has inaugurated shall have been carried out. Senator Thomas H. Carter was selected as temporary chairman and Congressman Joseph M. Dixon was permanent chairman. C. M. Dixon was nominated for Congress.

ROOSEVELT HAS NO CANDIDATE.

Reports Woodruff After His Visit to the President's Home.

Timothy L. Woodruff was one of the guests at a dinner given to Congressman Charles E. Law at the Montauk Club, Brooklyn, last night. After the dinner Mr. Woodruff gave out a statement regarding his visit to the President at Oyster Bay yesterday. He said:

"After my visit to President Roosevelt I may say that I am satisfied that he has no candidate for Governor. He knows that the forces of the State and Federal administrations will control the State convention and the next State committee and that no selection of candidates will be made until after the meeting in Saratoga. I do not know myself whether or not Higgins will allow himself to be a candidate for Governor. But I do not think he desires the nomination. If his friends insist he will be a candidate."

Mr. Woodruff got to the dinner late and he is greeted by the host, Mr. Woodruff, with the remark that Mr. Woodruff had left his tomahawk and scalp outside of the door.

"I cannot agree with the togetherness as to that," said Mr. Woodruff, "but the reason I am late is that I have been out demonstrating the fact that I am not a brute head in the crowd, such as I have been denominated by some of my dear enemies."

Mr. Woodruff continued to urge those present to support the Federal administration in Congress, regardless of local politics. Congressman Law was presented with a gold watch and chain as a testimonial in recognition of his services to Congress in getting Federal support for development work in Jamaica Bay.

BATTERY TO YONKERS 8 CENTS.

Yonkers Line to Kingsbridge May Be in Running Order in a Few Days.

YONKERS, N. Y., Sept. 15.—The Yonkers Railroad has reported to Mayor Coyne that in a few days the Broadway trolley line will be open to Kingsbridge, with connection with the subway at that point will be obtainable. After much discussion, the fare has been reduced from 10 cents, as originally proposed, to eight cents from Getty square, in Yonkers, to the Battery, alive by trolley and three extra for subway. It is believed that the trip from Getty square to the Battery will be made in forty-five minutes by express cars and subway trains.

Building Department's Big Clambake To-day.

The employees of the Building Department in Manhattan and the sister boroughs are to have their annual outing to-day at Glenwood, L. I., sailing in the morning from the East Twenty-fourth street recreation pier to develop a satisfactory appetite for the mammoth clambake which is to be the special feature of this year's jollification. The associated employees organization is now in shiving shape, with a perfectly healthy bank account to the credit of its mutual benefit fund.

Descendant of Zulu King Gets a Job Here.

John T. Turner, a native Zulu and descendant of a Zulu king, has received an appointment as clerk in the department of yards and docks at the Brooklyn navy yard. He is 24 years old and a graduate of Howard University.

HEALTHY DIRTY WATER.

Drinking Water in September Apt to Be Impure.

Many People Use Pe-ru-na to Prevent Ill Results.



A Polluted Reservoir.

Mr. S. A. Doolittle, 253 East 2nd street, Corning, N. Y., writes: "I cannot speak too highly of Peruna as a tonic and catarrh cure in whatever form, or wherever located. I had a great deal of trouble with my bowels and Peruna cured me. My bowels were very sore with catarrh of the stomach and after doctoring for seven weeks he was worse than when we began. The doctor did not seem to understand his case. He commenced using Peruna, which helped him right along and he was soon at work again. I have recommended Peruna to several of my friends who have been afflicted and they have been cured."

DURING the month of September the drinking water, especially of cities, is apt to be polluted.

To supply water to a large number of people, rivers and lakes must necessarily be drawn upon.

These places become more or less stagnant during September. Hence the water is impure.

The result is a prevalence of Typhoid fever and bowel diseases.

The natural and surest remedy is to change from polluted to pure drinking water.

This cannot always be done, however. Many people are wholly dependent upon such drinking water as the city may furnish.

Their systems are therefore contaminated with disease germs. Some of the people so contaminated fall easy prey to disease. Such people are those who happen to be in a weakened condition, or who are suffering from slight catarrhal conditions of the mucous membranes of the bowels.

Therefore it follows that in cases where the use of contaminated water is unavoidable, the next best thing is to put the system in such a condition as to resist the action of disease germs.

GEN. CORBIN RETIRES.

Gen. MacArthur Succeeds Him as Lieutenant-General of the Army.

WASHINGTON, Sept. 15.—This is the sixty-fourth birthday of Lieut.-Gen. Henry C. Corbin, the ranking officer of the United States Army, and in accordance with law he was retired from active service on account of age with three-fourths pay. He will be succeeded as Lieutenant-General by Major-Gen. Arthur MacArthur. Gen. Corbin will be relieved of the command of the Northern division by Major-Gen. A. W. Greely. Gen. MacArthur, who is in command of the Pacific division, is the rank of Lieutenant-General does not carry with it the command of the army, that position having expired with the retirement of Lieut.-Gen. Nelson A. Miles.

Gen. Corbin has had a very interesting career and has frequently been in the public eye. Few men have been so bitterly attacked as he, and few have had such a supreme confidence in the President.

Gen. Corbin was born in Ohio and is fond of telling how as a mere lad he would travel down to Columbus on a wagon loaded with garden truck and dispose of it at market.

While still in his teens Gen. Corbin became a school teacher, and he was not yet 20 when he was appointed a Second Lieutenant in the Eighty-third Ohio Volunteer Infantry. He was just a little over age when he became a Major in the Fourteenth United States Colored Infantry, was its Lieutenant-Colonel when he was 21 and became its Colonel a few years after his twenty-third birthday. A few months later he was honored with the brevet of a Brigadier-General, and in May, 1866, was appointed Second Lieutenant in the Regular army. He served in many civil war battles and commanded an expedition against the Confederate guerrilla Hughes.

He received a commission as President of the United States Colored Infantry, for meritorious services at Decatur and the battle of Nashville. While serving as Lieutenant-Colonel of the Fourteenth Colored Infantry Gen. Corbin was tried by court-martial on a charge of cowardice in the face of the enemy. This incident in his life was brought up when he was accused of attempting to injure him after the close of the war with Spain, and as a result of their agitation Congress called for the record in the case, which showed that Gen. Corbin had been triumphantly acquitted.

After having been in the Adjutant-General's department as a subordinate for eighteen years, Gen. Corbin was appointed Adjutant-General by President McKinley ten days after the destruction of the Maine in Havana harbor, and he again took up his residence in Washington.

The work done by Gen. Corbin as Adjutant-General in the war with Spain, the Philippines and the trouble with China was marvellous. He was on duty from early morning until late at night and frequently all night. He did the work of ten men there is no reason to doubt. Through him all orders to officers in the field were sent and he was constantly suggesting plans to bring triumph to the American arms. He was with McKinley and Secretaries Alger and Root, having testified to the tremendous help which he gave them. It was said of him that he was a soldier in his obedience to his judgment. It was this characteristic of Gen. Corbin which was responsible for much of his success as an executive officer.

Gen. Corbin will take up his residence at Chevy Chase, Md., a suburb of Washington, where he is building a handsome house, which is surrounded by extensive grounds. Mr. Corbin, when the General married in 1901, was Miss Edith Agnes Patton of this city.

Arrived on the New York.

Among the passengers who got here last night on board the steamship New York were John W. Anderson, Lieutenant-commander John S. Attwell, A. G. Boardman, Thomas A. Cantrell, Jay Cooke, Jr., William H. Douglas, Henry B. Dunsen, Martin Egan, Walter S. Franklin, Jr., Henry W. Hall, J. W. Harriman, Dr. William N. Hubbard, William Lennox, Joseph W. Lipincott, Duke L. Loeb, Rowland Miller, Campbell Steward, J. S. B. Thompson, John Ward and E. Wiltz.

B. Altman & Co.

STORE WILL BE CLOSED DURING THE MONTH OF SEPTEMBER
AT 12 O'CLOCK NOON ON SATURDAYS AND AT
5 P. M. ON OTHER WEEK DAYS.

THE importations of Autumn Merchandise which are being shown represent the latest styles in women's and children's apparel, and include also the most desirable textile fabrics and lace materials for interior decorating, together with selections of draperies and rugs.

Women's costumes for immediate service and later wear. GOWNS and TAILOR SUITS made of cloth, velvet or silk, net, chiffon, voile and other seasonable materials, in models introducing various new features of the present season's modes.

Women's and children's gloves for autumn dress, including THE MARVEL GLOVE, made by Trefousse & Cie., Chaumont, France, expressly for B. Altman & Co.; shown in suede and glace kidskin of the fashionable shades. Riding, driving and motor gloves in the leading styles.

The latest designs in BOYS' AND CHILDREN'S GARMENTS. Models for school or afternoon wear. Norfolk, double-breasted, Tuxedo, sailor and Russian blouse suits of appropriate woolen fabrics. Washable Russian suits for little boys. Hats, caps, and blouse waists.

High-class GARNITURES for street and evening costumes in black spangles, jet and velvet combinations or combinations of steel and jet. Braid and net bands embroidered in colored effects and other new and effective styles in trimmings. Fine novelties in decolletage garnitures with passementeries to match.

LACE CURTAINS AND DRAPERY DEPARTMENT

B. Altman & Co. will hold a special sale of a very desirable quality of French Lace Curtains at exceedingly low prices, on Monday, September 17th, embracing the following styles:

Marie Antoinette Curtains with Renaissance lace combinations, formerly \$16.00 per pair . . . \$10.50
Lacet Arabe Curtains, formerly \$25.00 and \$27.00 per pair . . . \$18.50

The extensive importations of FINE LACE DRAPERIES shown in this department represent every variety of window hanging for drawing rooms, libraries, reception rooms, etc., and introduce new features in design and lace combinations.

Included are full length, sash and vestibule curtains in the latest French and Swiss lace effects; also lace bed coverlets; table, bureau and chiffonier scarfs, for boudoir or bed chamber. Special sizes and designs executed to order from a selection of fine lace materials.

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THE DINING ROOM IN A QUAIN OLD SETTING

Among a number of beautiful suggestions for this important room none are more indicative of strength and personality than our exhibit of Jacobean and Gothic furniture for the Dining Room. Oak, under the sombre influence of our "Old Cathedral" color, provides a certain depth of color and absolute refinement peculiarly its own.

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\$500 to Punish Primary Frauds.
The Parsons people in the Fifteenth Assembly district, where Harry W. Mack is running for leader against Theodore P. Gilman, the Quigg-Orell candidate, have offered a reward of \$500 for evidence which will lead to the conviction of anybody who perpetrates a fraud at the polls on primary day.
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